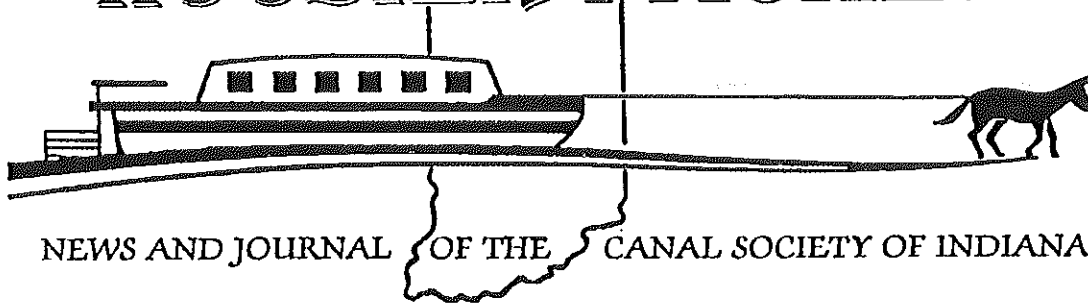


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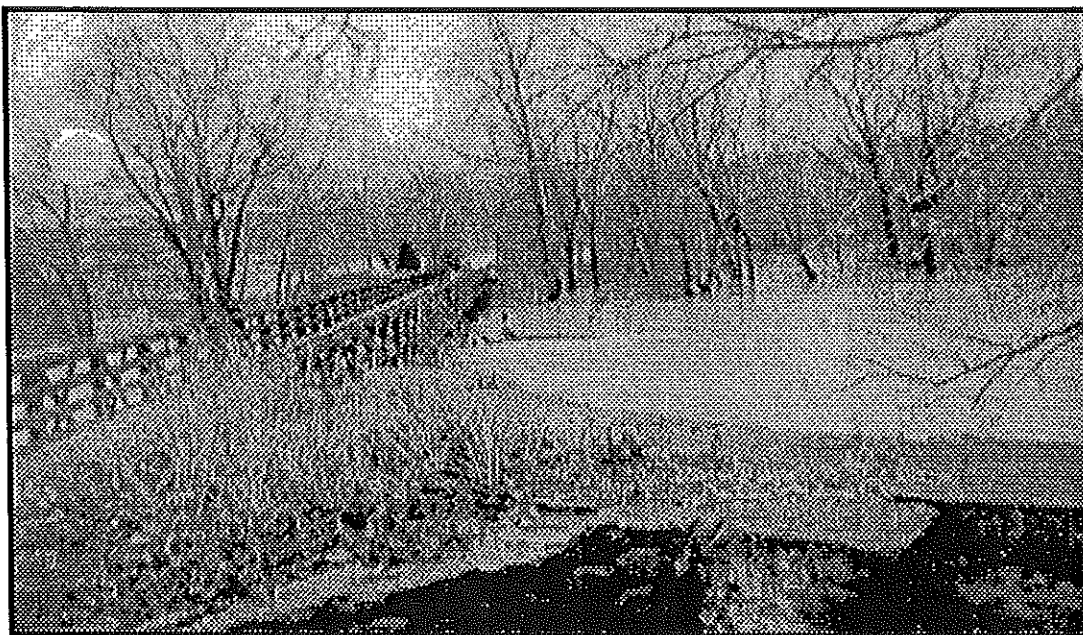


VOL. 4 NO.4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2005

## FLOODS HIT CANAL AREAS



On January 6, 2005, flood waters came within a few feet of the bottom of the pedestrian bridge built upon the old abutments of the Wolhonding aqueduct in Roscoe Village, an Ohio & Erie Canal village restoration, near Coshocton, Ohio.

Photo by Linn Loomis

### *Features*

1. Midwest Canals Hit By Floods
6. Boyhood Days In Parke County And Their Wabash & Erie Canal Connections: Part III
7. Whitewater Canal News: Whitewater State Historic Site
8. Canawlers At Rest: John R. and John Cunningham
9. 2005 CSI Contributions
9. Hennepin Canal Trip
10. News From Delphi: Processing Limestone To Make Plaster, Castaldi Book Offered, Canal Monologue  
Written: I Am A Hoggee, Grant Received For Boat Study
15. W & E Cross Cut Canal: Greene & Clay Counties
18. Canals & The Civil War
18. Welcome New Members
19. In The News: Roscoe Village

### **MIDWEST CANALS HIT BY FLOODS**

By Carolyn Schmidt

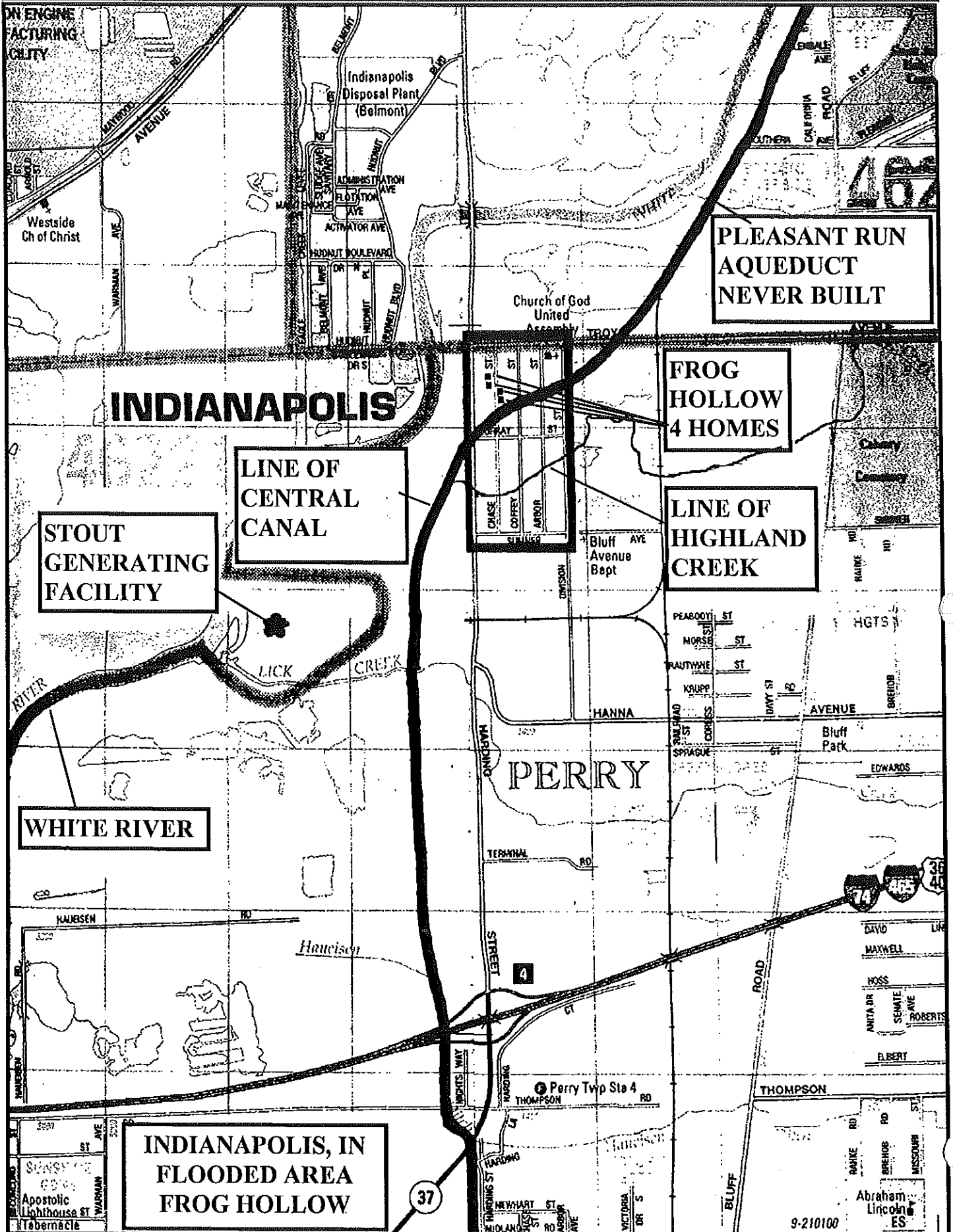
This year, 2005, began with unusual weather everywhere. The Midwest did not escape it. Indiana and Ohio were hit with high flood waters. The Canal Society of Indiana (CSI) headquarters received newspaper articles and pictures of this flooding and how the canals nearby were affected from Charles Huppert of Indianapolis, IN, and Linn Loomis of Newcomerstown, OH.

Frog Hollow, known as "Frog Holler" to residents on Indianapolis' southside, was the city's hardest hit area. This 8-block neighborhood bounded by Harding Street on the west, Troy Avenue on the north, Arbor Street on the east and Sumner Avenue on the south is

EDITOR: CAROLYN SCHMIDT

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260 432-0279



rather poor basically white area made up of homes about 58 years old valued around \$68,000 and residents living a median age of 36 and an income around \$34,000. It isn't the choicest neighborhood to live in with the garbage incinerator for the city located just up Harding Street, the sewage treatment plant only a half mile away, and an animal rendering plant less than a mile away. But 477 people call it home and many have lived their all their lives. Four of their homes were severely damaged by the flood.

#### What caused this disaster?

The Indianapolis Star of January 7, 2005 pictured residents getting their mail from their mailboxes via rowboats. The flood water was about 5 inches below the box. The article said that over 50 people were rescued and evacuated from their homes and sent to the downtown Red Cross shelter after flood waters rose due to a week of almost nonstop rain adding to Christmas week snowstorms and ice melt waters coming from the north. The White River was expected to crest in Indianapolis at 18½ feet, over 2 feet above flood stage.

The Indianapolis Star of January 14, 2005 reported that when water from the flood from the week before subsided, a "scummy brown line" at about 3 feet high was seen on the siding of a house. In another home the water reached 4 feet. Then the following Thursday more rain caused the water to rise again. Sandbagging by the city had done little to help the area.

Frog Hollow is located in a low-lying river bottomland a quarter of a mile east of the White River. Most of the homes there were built prior to building codes restricting construction in flood plains. Elsewhere ditches and storm sewers would carry away heavy rainfall, but around the "Holler" storm water flows down Highland Creek beneath Harding Street, then turns south to join Lick Creek, which flows into White River. When the river no longer can handle the creeks' flow, the water backs up first in Lick Creek, then in Highland Creek and then floods Frog Hollow.

This type of backup has occurred in other parts of Indianapolis and, after a study by the U. S. Army Corps of Engineers was made in 1993, levee improvements were made in Broad Ripple. It had a higher population with more expensive housing compared to Frog Hollow where no improvements were made. The study showed that the cost of improvements for Frog Hollow area would cost \$8.8 million at the time and at least that much property would have to be saved in order for the federal government to provide funding. The combined average value of homes on Chase Street was only \$34,544 or below the improvement costs. Only 201 properties would benefit from two levees, a storm

water pumping station and a 30-acre upstream detention basin that would be needed.

Very few of the homeowners had flood insurance. Most could not afford it. They lost Christmas gifts, personal belongings, furniture, carpeting, dry wall, etc. Some of the families said they plan to move. Others feel there won't be much of a market for their homes. The truly hardy plan to clean up, dry out, and rebuild.

After the flood waters resided, a front-end loader was used to carry debris to trash bins provided by the city. Its driver said this was the worst flood he had ever seen. The water the previous week was waist-deep when he took his family out of their home in a rowboat.

Chuck Huppert, CSI vice-president, looked carefully at the map of the four most flooded-out homes. They were along Chase Street, which runs north to south one block east of Harding. The homes were north of Murray Street, which runs east to west in the northwest quadrant of Frog Hollow. He says that Highland Creek, which is supposed to have been the culprit that flooded, is not nearby. He said the claim that the backup of White River into Lick Creek and its tributary, Highland Creek, along with the waters flowing downstream in Highland Creek, causing these homes to flood is debatable.

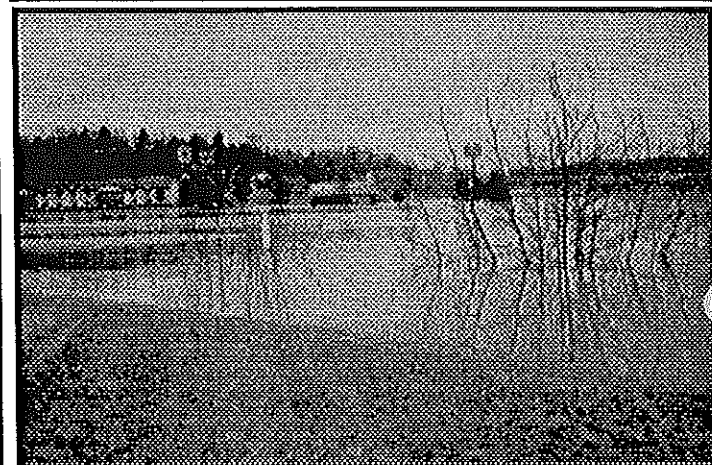
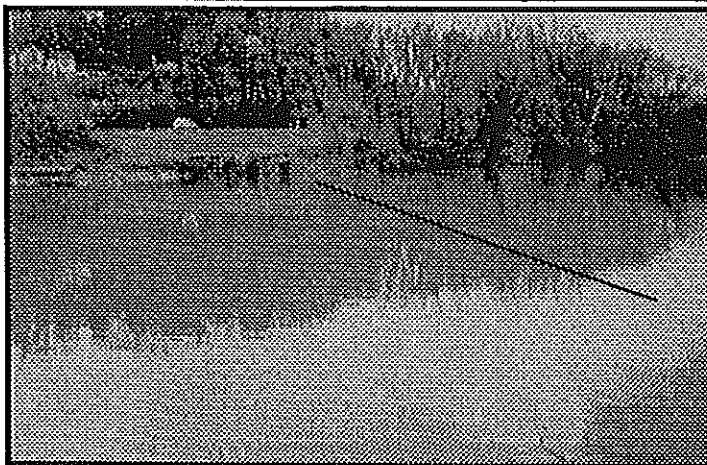
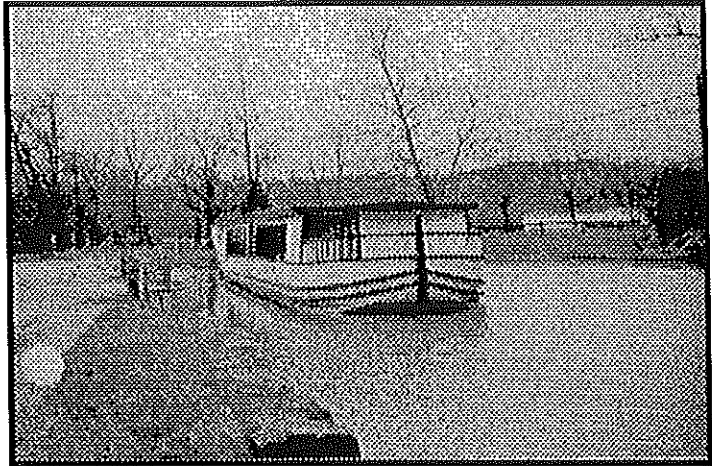
Chuck writes: "It is important to note that Highland Creek is completely south of Murray Street. As it flows west, it joins the depression, which was once the prism of the Central Canal (this is near the intersection of Murray and Harding). The confluence flows southward through the Stout Power Plant's lands into Lick Creek. The Central Canal prism traveled from the northeast to the southwest through Frog Hollow. All of this, in Frog Hollow, was north of Murray Street. So, if the flooding occurred north of Murray Street it was not along Highland Creek. It was along a depression that once was the Central Canal and its banks. It appears that the Central Canal prism has no source of water from the northeast outside of Frog Hollow. Upstream earth movement prevented it.

"In looking at the topographical maps of the area it seems to me that the flooding of the four homes, just north of the path of the obvious prism of the Central Canal along Chase Street, was in the area that was lower in elevation than the flow of Highland Creek to the south. What happened was that the flow down Highland Creek and the inability of those waters to escape into Lick Creek, and on into the White River because of the flood backup, caused a further backup of waters into the old Canal prism."

The severe flooding of January 6, 2005 in Ohio was recorded in 6 notebooks of before and after

photographs taken by Linn Loomis. They show canal and adjacent river flooding some of which covered roads. A selection from these photos shows the various areas affected.

## FLOODING IN OHIO



**Top:** Water covered the parking lot of the Roscoe Village Restoration Visitor's Center.

Photo by Linn Loomis

**Center:** Only the top portion of a canal lock is seen at the center left and the remaining trestle pilings for the Toledo, Walhonding Valley and Ohio Railroad, which are shown by a line, are completely covered in the lower Roscoe-Walhonding Basin where the Walhonding Feeder Canal joins the Ohio & Erie Canal.

Photo by Linn Loomis

**Bottom:** The lock and pilings in 2000.

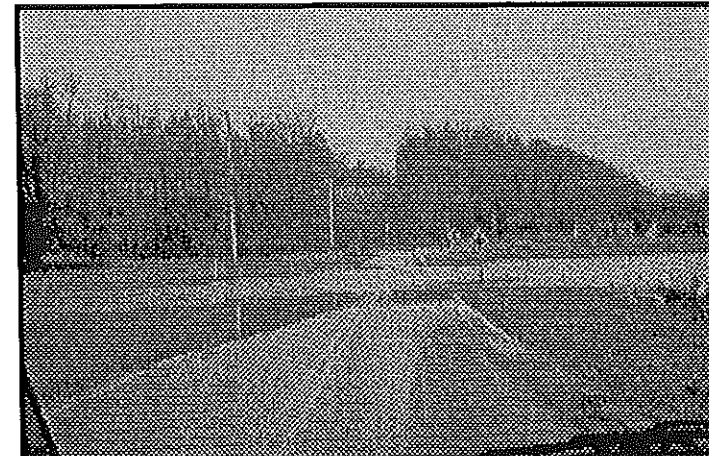
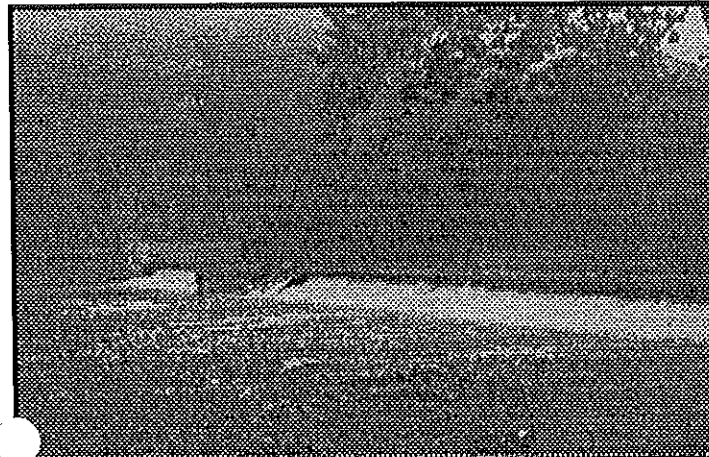
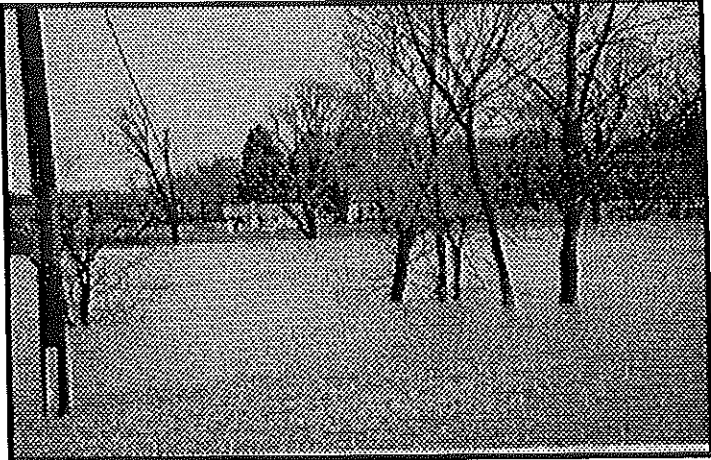
Photo by Chuck Whiting

**Top:** The "Monticello III" was at high tide on the Ohio & Erie Canal at Roscoe Village near Coshocton, OH, due to flood waters.

**Center:** Bob Evans restaurant, center of photo with motel near South Whitewoman Street at Coshocton, was surrounded by water from the Tuscarawas and Wolhonding Rivers near where they form the Muskingum River.

**Bottom:** The Ohio & Erie Canal middle basin (lagoon) was flooded.

Photos by Linn Loomis



**Top:** Flood waters roar over the Wallhonding Feeder Canal Six-mile Slackwater Dam on the Wallhonding River. This dam is now called Whispering Falls. It is located on the Wallhonding River near Rt. 36 between Roscoe Village and Warsaw.  
**Center:** Six-mile dam during normal conditions in 1991.  
**Bottom:** Water was across Rt. 36 and flooded fields near Kilbuck Creek and the Wallhonding Feeder Canal.

**Top:** Remnants of the Ohio & Erie Canal near Orange (Evansburg during canal era) were covered by flood waters from the Tuscarawas River along Rts. 36 and 751.  
**Center:** Flooding along Rt. 16 at Ohio & Erie Canal near Munroe Basin. The canal along this road and near Rt. 60 was full of water and looked much like it did when in operation.  
**Bottom:** The road was closed between Trinway and Dresden, OH near Wakatomika Creek and the Dresden Side-cut Canal.

All photos on this page by Linn Loomis



**BOYHOOD DAYS IN PARKE COUNTY  
AND THEIR WABASH & ERIE CANAL  
CONNECTIONS**

**By Charles Davis**

*While looking through microfilm I found the following series of an article entitled "Sketches for the Tribune's Boys and Girls by a Seventy-Year Old Boy" that was written by William Henry Harrison Beadle. He wrote them while living in Madison, South Dakota in 1909 and sent them to the editor of the Rockville Tribune, who published them a few weeks later in this Parke county, Indiana newspaper. They are quoted in their entirety from that paper. This is a continuation of the article from two earlier Hoosier Packets, which were about flatboats, the Wabash & Erie Canal, and letters concerning W. H. H. Beadle's statement about the canal reaching Evansville. Beadle refers back to the earlier letters.*

*Another historical sketch by Wm. H. H. Beadle was printed in the Rockville Tribune on May 9, 1909. This provides more valuable information about the area of the canal town of Howard.*

The writer [William Henry Harrison Beadle] was born in Parke county January 1, 1838, so this article reaches back nearly two years farther than the heading the editor placed over the earlier articles indicated. Beadles earliest recollection is of the late summer of 1840, when his "mother opened the cabin door and father came over a low fence and walked along a path to the house. A little distance from the door were two flowers in full bloom, a holly-hock on one side and a cockscomb on the other. They impressed me so that mother took me out a day or two later to see them again. Nobody told me this and the March following we moved from that home to another upon the large Harvey farm, a mile from Howard, the same farm upon which Spion Kop stood and was lately burned. The place was known as the Beadle farm and the Cummings farm (NE quarter of Section 18).

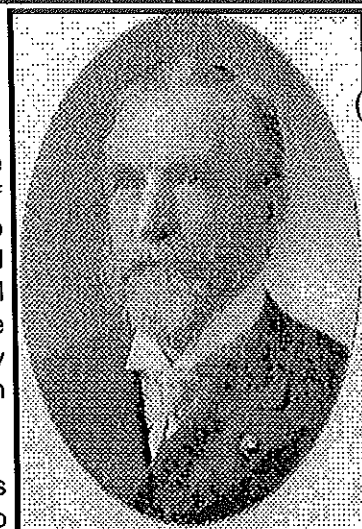
"The two flowers named were among the most common and prominent grown in colonial days, and most favored generally then, so that emigrants to the west took seeds with them. Indeed I understood that the seeds for this line of flowers I so remembered were brought to my mother and her family from near Chaptico, Maryland, first to Kentucky, then to Indiana. It was a wise custom of immigrants to bring with them many seeds of hardy flowers and medicinal herbs, as well as some garden vegetables. The hollyhock of that day lacked the varied beauty of the plant today, which has become a favorite once more with many, but the cockscomb was as proud as now in size and brightness.

The people brought with them also the pots and kettles, the tableware and general household utensils, the spinning wheels, the loom and the entire array of belongings necessary to these and even the old wooden clock that may well have been twenty five years old then and surely too a rifle, a powder horn and some fishhooks.

"There were visits by one housewife to another for the day and by 5 or 6 o'clock p.m., the visitor's husband came also and all sat at a loaded table for a rich and varied supper. No hotel serves now such "fried chicken with cream gravy: as was there. The biscuits were rich and tender with cream that then composed a part. Fried ham was a usual accompaniment. There were preserves of two or three kinds and pickles and spiced peaches. Always the custards were abundant, for everybody had plenty of sugar and cream and eggs. Work was not spared. Here and there were found trees with crab apples and preserve of these have not been surpassed.

"Upon the table were all the dishes available, not by any means all white. The latter came somewhat later in full table sets. The time of which I write showed the wares the people had brought with them. The teacups and saucers were thin and often fine, at least the finest ware of the tables. Tea was taken, I might almost say "inhaled," from the saucers, into which new supplies were poured from the individual cups. These were often, but not always placed upon the table cloth. Still many families had brought with them a set of cup-plates, looking like diminutive sauce dishes of today and in these the teacups were set while the cordial and sociable people suspended their cheerful talk and even loud laughter for a spell and indulged in very audible tea-drinking—sipping would be no name for it! When the saucer was emptied they would return to other refreshments. These cup-plates, I remember, were really handsome, fine china and were bordered or otherwise decorated with delicate lines of beautiful sky-blue and gold. They were the prettiest things I recall in my early life.

"Travel in those days was plainly on horseback; the wife had her side-saddle and bridle and martingales as well as the husband his plainer outfit. Wagon loads sometimes went to meetings or elsewhere, but there were soon enough horses for several to ride in each



**WM. HENRY HARRISON  
BEADLE**

family. One of a boy's earliest gifts from a father's favor was a new saddle and bridle — possibly a sly suggestion ( ) it he get busy in breaking the young horses, which he certainly did.

"Two occasions I recall, when every means of travel on the farm was employed and how utterly diverse they were: the one was when many went to Montezuma to unite with mourning people from the whole country to receive the remains of Hon. Tilghman A. Howard and escort them to Rockville for burial. The entire people of the county sincerely mourned the loss of their loved and greatest public leader. The people started about 3 or 4 a.m.

"Three or four weeks ago I was sitting the lobby of our hotel and heard a tall somewhat slender man mention western Indiana and I 'took notice.' Inside a minute I was in conversation with Mr. Tilghman A. Bryant, a Rockville boy of a later day. He was out for his company from Chicago buying all the car loads of wheat he could find to ship in against the threatened corner. The other occasion was the hanging of Beauchamp (Beecham) in the early forties, which many went to Rockville to see. This was a famous case brought by change of venue from Vigo county because the defense hoped for mercy from a wholly rural and largely Quaker community. It is the famous case so long and so often mentioned before the trail courts of Indiana as "Sixth Blackford, two ninety-nine, Your Honor!" I had heard it mentioned thus thirty times at least.

"Upon all such journeys little boys could not go. One morning mother fixed me up as nicely as my unaccustomed habits would permit, and father took me to Howard (then Westport). Just east of town, in a pretty second growth grove, seats and chairs and a platform

had been placed and there I had the honor to sit and listen to Hon. Joseph A. Wright, which I did with all respect, as directed by my father. It was not long after this when again fixed up I was taken into his buggy by Mr. John Bright and conducted safely across the Wabash by 'Filson's Ferry,' and on to Newport where under his guidance, I witnessed the first and most original circus and listened to the brightest clown I ever saw or heard. At the hotel where I "dined" I met the wonderful boy that later appeared so remarkable in the circus and found him to be just a natural, good-hearted, friendly boy, and we exchanged confidences till he was called to duty.

"Sometimes I rode on a sack of corn upon the back of 'old roan,' the old mare everybody could ride up to Harvey's mill on Mill creek, in the edge of Fountain county and rode back on a sack of cornmeal. Later I rode in a wagon to Wright's mill (Devils Den), on Sugar creek and home again. And much later I saw a Negro on horseback led by two and followed by two armed men on horseback and was told that he was being taken back to his master in Tennessee. Thus were my eyes slowly opened upon the world. Meanwhile we read every available book and translated their significance by all we had heard or seen.

"I leave untold the fishing and hunting, always richly rewarded and the many other things. Already I have told enough to enable any young man or woman to see what life was and one to write a story and move its characters through a true experience with harmonious surroundings. (Note: -- I have not alluded to the question raised about the canal reaching from Toledo clear to Evansville because I knew it would be found to have been as stated.)" Sincerely, W. B. (William Beadle)



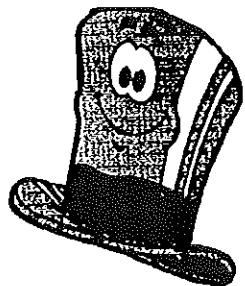
Presently being addressed is the flooding problem, which resulted in erosion along the Whitewater River in the area adjacent to the outfall structure upstream on the canal. Please note, this endeavor should be completed by the time that the next edition of The Hoosier Packet goes to press.

sponsoring with the Franklin County Commissioners' Council on Historic Metamora a special program. Celebrate 1838!!!, on Saturday and Sunday, June 4<sup>th</sup> and 5<sup>th</sup>, 2005. Among other planned festivities, craftsmen dressed in period clothing will be demonstrating basket weaving, bowl-wrighting, copper-smithing,

Jay Dishman with the Whitewater Canal State Historic Site has sent the following:

In addition, the Duck Creek Aqueduct and Gordon's Lock, or Lock No. 24, are scheduled to be repaired this spring and early summer, with bids for the project being let on February 10th, with an ending date of June 20th.

p o t t e r y  
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m a k i n g ,  
t i n s m i t h i n g ,  
a n d   w o o d  
c a r v i n g .



This is written to apprise you about pending developments of particular significance this year for the Whitewater Canal State Historic Site.

The historic site is jointly

# CANAWLERS AT REST

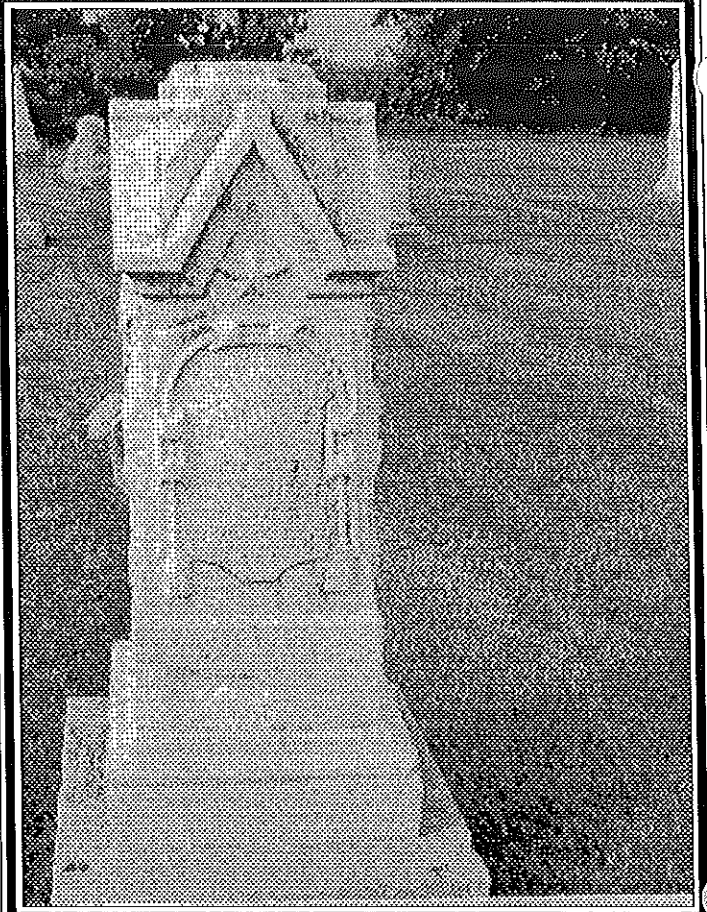
## JOHN R. CUNNINGHAM

**b. ?  
d. 1858**

## JOHN CUNNINGHAM

**b. April 1, 1826  
d. January 8, 1888**

By Carolyn I. Schmidt  
Photo by Bob Schmidt



### JOHN CUNNINGHAM

This marker is found in Battle Ground Cemetery and reads:

Front: John Cunningham  
Died Jan. 8, 1888 aged 61 yrs. 9 mos. 7 d.  
Right: Salome, wife of John Cunningham  
Was born in London Co., Virginia Sept. 8, 1822  
Died Jan. 30, 1878  
Back: Emma S. Cunningham  
Born July 24, 1858  
Died Aug. 27, 1878  
Left: Nothing

#### John R. Cunningham

John R. Cunningham was of Irish descent. He married Sarah McKinley and settled in Clermont County, Ohio. He made his living by farming in the wild and sparsely settled county. During the War of 1812, he enlisted in one of the military companies and was a part of the army of the ill-fated General Hull. After Hull's surrender at Detroit, John escaped and fled to the forest, where he was nearly starved during his wanderings. He and his companions finally reached a friendly neighborhood where they were fed and cared for until they recuperated. He returned to his home and resumed farming.

On April 1, 1826, John and his family moved to Aurora, Dearborn County, Indiana. There their son John was born on April 1, 1826. In 1831 the family moved to Tippecanoe County, Indiana and was one of the earliest settlers in Washington Township. He remained there until his death.

John and Sarah had nine children and were very poor. He cleared a small patch of ground and was barely able to sustain his family upon its scanty products.

When the first township election was held at Philip Stair's saw-mill in April 1832, John Cunningham

was elected Justice of the Peace. He continued in that capacity for ten years.

In the early 1840s the construction of the Wabash & Erie Canal gave him relief from his embarrassed position. He became a contractor in the construction of the canal. With the money he earned, he fitted out a flat-boat, loaded it with produce, and floated it by way of the Wabash and Ohio Rivers to southern ports. He sold the cargo for a handsome profit. This venture proved to be so successful that he continued the shipments for ten years.

John wisely invested his money. It increased rapidly in value. At the time of his death in 1858, he left



an estate valued at \$50,000. He was known to always command respect and had a good influence over all of his surroundings. No grave marker was found.

**John Cunningham**

John R.'s son John and his other children were educated in a rude log school house near Americus, which was on the Wabash & Erie Canal. It had a puncheon floor and puncheon seats. One log, nearly the length of the structure, was removed and greased paper was placed over the opening to admit light. They were taught reading, writing and "ciphering."

Although very rudimentary, this education proved to lead to a good life for son John. He married Salome Bemenderfer on October 25, 1849. They settled on the Wea Plain for one year, then moved to White County, Indiana, for a year and then returned to Tippecanoe County to farm. There he reared four children: Mary Ellen, born November 27, 1851; John Randolph, born February 8, 1854; Douglas Andrew, born March 15, 1856; and Emma Sarah, born July 24, 1858.

Like his father, John built a flat-boat in association with Dr. Garret at Americus. They loaded it with corn and floated from Americus to New Orleans by way of the Ohio and Wabash Rivers. They arrived after two months, disposed of their cargo, and realized a handsome profit on their investment.

For a while John lived at Battle Ground, Indiana. He was a member of the Christian Church. He was a Democrat in politics. He died on January 8, 1888, at the age of 61 years, 9 months, and 7 days. He is buried in the Battle Ground cemetery on Pretty Prairie Road. To reach the cemetery take Main Street and go east. Main Street becomes Pretty Prairie. The cemetery will be on your right about 3/4 of a mile from the center of town.

Sources:

Battle Ground Cemetery, Grave marker of John Cunningham.

Biographical Record and Portrait Album of Tippecanoe County, Indiana. Chicago, IL/The Lewis Publishing Company. 1888.

Combined Atlas Map of Tippecanoe County, Indiana. Kingman Bros. 1870.

Past and Present of Tippecanoe County, Indiana Vol. II. Indianapolis, IN./ B. F. Bowen & Co. Publishers. 1909.

Tippecanoe County, Indiana, Cemeteries Part III. Lafayette, IN/ Gen. deLafayette Chapter, DAR.

**HENNEPIN CANAL TOUR**

Unfortunately, due to the loss of the Canal Society of Indiana's reservation for the Emita II tour of the Erie Canal by Mid-lakes Navigation, who booked an Elderhostel in our place, that trip had to be cancelled. Fortunately, CSI member Gerald Hulslander of Marseilles, IL had agreed to lead an alternate tour of the **Hennepin Canal** in Illinois on **September 16-18, 2005**. So far a bus and motel rooms have been secured. More tour details will be forth coming in the next months. You may wish to book your motel room now.

Mention the Canal Society of Indiana block of rooms when booking your room at:

Days Inn  
Princeton, Illinois  
(815) 875-3371

Room rates are \$45 single, \$55 double and include a continental breakfast.

**2005 CSI CONTRIBUTIONS**

(Continued from last month's list)

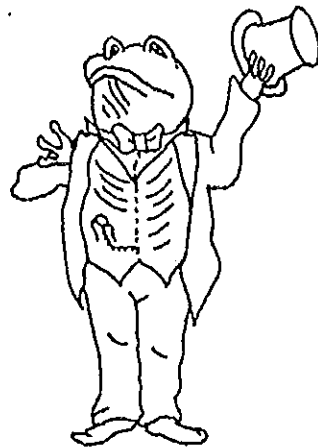
**CONTRIBUTOR \$30**

- Brian Banta
- Robert & Kate Hoffman
- Chuck & Lynda Huppert
- Dick & Martha Kudner
- Michael & Judith Lacey
- Annadell Lamb
- Curlis & Mary Sue Meaux
- Bruce & Kay Sheldon
- Lanny & Janice Simerman
- Steve & Margaret Smith
- Western Wayne Heritage

**PATRON \$50**

- Ernest & Helen Ellis
- Gene & Joyce Paschka

Any amount contributed above the \$22 single/family membership level is tax deductible.



**NEWS FROM  
DELPHI**

**PROCESSING LIMESTONE TO  
MAKE PLASTER**

By Dan McCain

The heating of limestone to produce marketable material, such as quicklime, involves a process of burning, roasting, or calcining natural limestone cobbles or blocks. Lime production in the 19th Century needed several natural features to facilitate production of such materials. A natural limestone ridge or vein of the appropriate stone type near the surface for quarrying first had to be located, as well as large quantities of local wood for fuel. Later when railroads were developed, coal was introduced to the lime firing process, so access to coal sources also became a necessity.

On the present day property bordering Carrollton Road, McCain ancestors David Rogers Harley and Erastus Hubbard began their partnership lime kiln operation in 1857. The 30 acre original tract borders the Wabash & Erie Canal 1,000 feet behind Dan's home.

Here's what these brothers-in-law said about operating their 30 foot tall "pot kilns":

"A kiln is round on the inside and often square on the outside. The upper cylinder comes down to a narrower neck just above the firebox at the bottom of the chimney. The cooling zone is down below the firebox. The firebox comes in from two sides. You stack wood as close as you can and as high as you can reach. Then you dump the rock in at the top."

"Next, you light the fire. In about 36 hours you should be able to

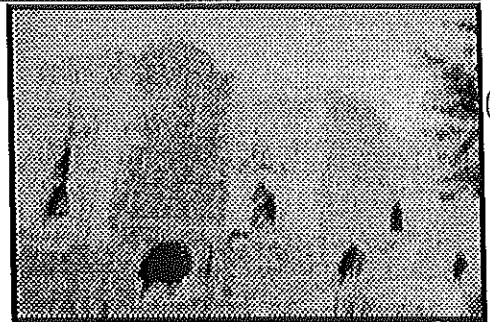
make your first draw of lime. You take out the ashes and drop the lime into the cooling basin. From then on the lime sticks and you have to trim it with a cutting bar around the edges. The lime sits in there like a cone. You trim the edges and drop it straight down. It has to cool six hours below the firebox before you can pull it out. Even at that time it will be so hot that it will be transparent."

"When you get ready to draw the lime you let the fire die down. Then when you get ready to cut the kiln you draw the lime. You take a couple of big sticks of wood in there and pry just over the edge. Then you take your bar and trim it. The work was very hazardous and you had to keep from getting burned."

"Firing a kiln is a very technical job. Really it takes an expert to fire a kiln. If they relaxed and rested their eyes too much the kiln would tell on them and go to "rocking". We had the best people you could ever assemble-they could do anything. We had little to work with except our hands for the most part."

The placement of a masonry lime kilns took into account the distance from the stone quarry site to the kiln processing area, and the distance from the kiln to the nearest transportation source. These kilns also served local needs and a road paralleling the Wabash & Erie Canal connected with the site. These kilns also served regional markets therefore the canal accessed a long distance form of transportation--the canal and later railroads. In 1857 Hubbard and Harley sent lime in barrels as far as New York City via animal powered canal boats from their own dock beside these kilns.

Since most lime products were of the "bulk" variety, profits from operating a lime industry rested on the movement of large shipments of raw lime products on a regular



This picture of Delphi's limestone pot kilns is from an interpretive sign along the trail.

schedule. The perishable and sometimes flammable (volatile) nature of most lime products also limited production to available shipping resource types. As an example, railroads could transport lime faster than canals or wagons, which opened up more markets for lime production operations. Thus the second generation, known as the "Harley Brothers," (Charles and George) opened a new more efficient kiln just north of Delphi in 1888. Their office was on Carrollton Road just across from the Ice Plant that bordered the present Delphi Golf Course. Shipping after the turn of the century was more efficient with the use of the Belt Railroad that connected the old Monon and Wabash railroads.

The advance of the "patented" kilns (continuous burning 11 months per year) on this site reflects these second generation Harley's desire to increase the efficiency of the human labor force as well as increase production output in a shorter amount of time. The three side-by-side "modern" kilns allowed the operators to stagger the firings, which would produce more lime with fewer workers and less man-hours.

In the high point of production in north Delphi 22 lime kilns produced over 500,000 bushels of burned lime per year. McCain kilns were across Carrollton Road and by 1871 all kiln owners in north Delphi formed a new corporation--Delphi Lime Company. The first general manager was Daniel McCain. He was

in that position until he died in 1884. Daniel McCain's son Luther married Charles Harley's daughter Helen in 1904 bringing these two family names together.

The corporation had over 100 men working at the quarry and kiln sites and another 25 year around in the woods harvesting logs. Later the logs were brought to the kiln site on the old Monon Railroad from land 5 miles south of Delphi because by the 1890s the local source of timber was depleted. The Harley brothers owned the "Harley Switch" where logs were loaded.

The most common by-product of burning lime was quicklime, which was used to make plaster and mortar for building construction. Higher quantities of calcium carbonate in the limestone resulted in higher quality plaster and mortar material. Delphi's limestone was even better because it also included magnesium carbonate that made a superior spreading and drying product sought out by professional craftsmen of the time.

Because burned lime absorbs water over time, it is labeled as a perishable product that must be used within a set period of time or it becomes useless for construction purposes. By adding sand to the mix, bonding between the sand and the lime results in a hardened product (either mortar or cement) that keeps its shape over time. Harley's lime products were "packaged" in barrels made in the Samuel Grimes' defunct canal hotel known as "Grimes' Folly" just behind the present day McCain home.

Another lime-based product was whitewash, which was quicklime that had been saturated with water, and then mixed with glue. Lime was also processed into similar whitening materials, such as "bleaching powder," and was used in the paper industry to break down rag pulp. Delphi was also a producer of high

quality paper made from rags. Other uses for lime included hair removal in the tanning industry, as an ingredient in soap making, and as a fluxing agent in glass making and iron ore smelting. Another common use for lime was as a neutralizing agent or "fertilizer" for agriculture.

The perishable nature of the processed lime necessitated a quick, reliable and protected means of transport to consumer. The presence of the railroad within walking distance of a number of the more efficient continuously burning kilns of the late 1800s provided Delphi with the ideal combination of high quality raw materials and transportation routes to larger markets. The lime kilns that were constructed to exploit this combination of transportation and natural resources led to Carroll County's economic heyday.

Today this Hubbard and Harley kiln site is on the National Register of Historic Places and can be visited from the new Interpretive Center by taking the Towpath Trail north 3/8 mile to the restored 1873 Iron Bridge over the canal at the point where the old Belt Railroad once crossed. The once majestic 30-foot tall kilns were at the northeast corner of the bridge where there is an interpretive sign at the trails junction.

### CASTALDI BOOK OFFERED

Delphi announces that their museum shop will sell Tom Castaldi's new book, *Wabash & Erie Canal Notebook III: Wabash & Miami Counties*. It describes and locates the great Indiana canal project constructed through Wabash and Miami counties. Readers are guided along the canal through countryside and towns in each county. Carefully researched, its 190 pages relate the history of the canal and describe the relics that are visible to this day in both Wabash and Miami counties.

Numerous historical photo-

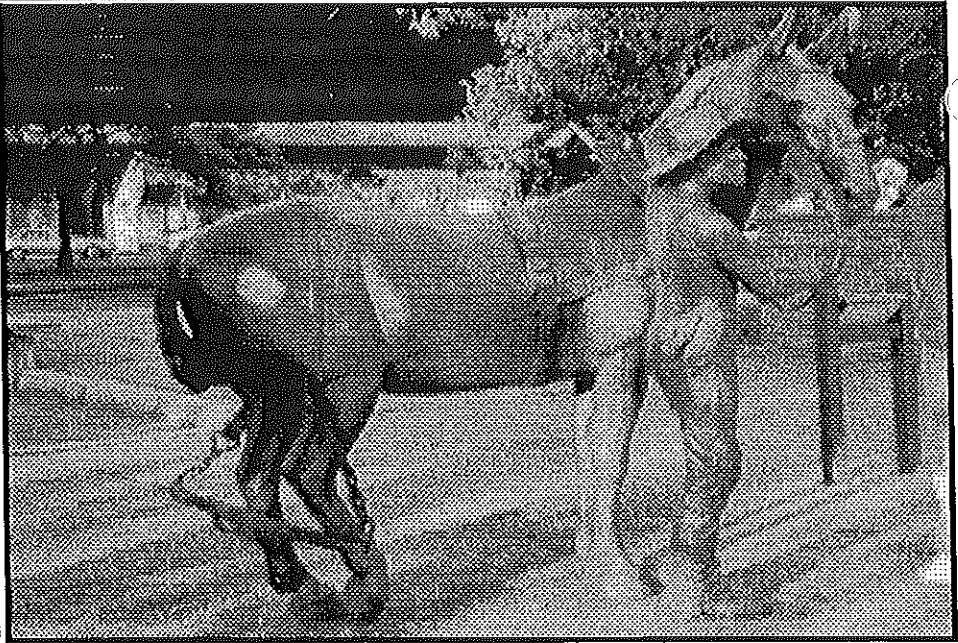
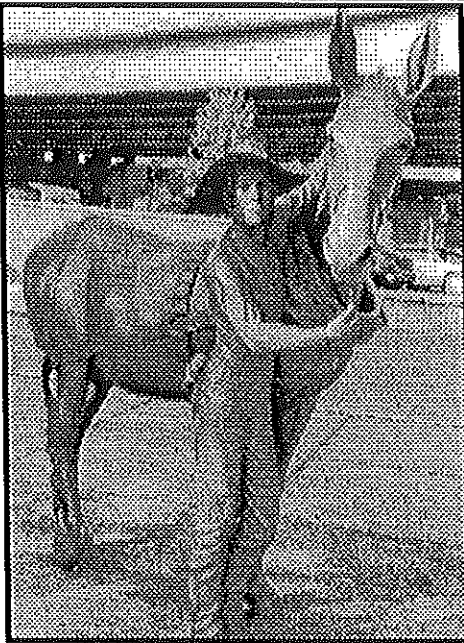
graphs, diaries, and recollections are recorded and retold. Legislative reports of canal officials; contracts for mechanical structures; local histories; state and county history periodicals; newspaper accounts of the day or as remembered in later years; archaeological findings, topographical maps; field observations; and historical markers combine to place as many facts as possible in one source.

This is Tom's third book in a canal trilogy that tells the story of the original plan for the Wabash & Erie Canal to be completed from the Indiana/Ohio State line to the mouth of the Tippecanoe on the Wabash River. *Notebook I* is about Allen and Huntington counties and *Notebook II* deals with the canal through Cass, Carroll and Tippecanoe counties. Each was published by the Canal Society of Indiana and its members were given copies of the books.

Anyone interested in where the canal tracked has only to read the three *Wabash & Erie Canal Notebook* series. Together they assemble and record the official reports, myths, legends, lore and tradition of the Wabash & Erie Canal. These books also focus on the location of the canal line and what can be seen of the old route today. Sites include remnants of mechanical structures, channel and towpath, economic development influences, and the canal's influence on the lives of people to this day.

Indiana's great internal improvements project succeeded in its mission to open the west before it struggled against great odds, before it failed and was relegated to history. Its legacy, however, is the contribution that opened Indiana to people and created an economy for the products they produced.

*Wabash & Erie Canal Notebook III* is also available for purchase for \$15 in other selected historical society and museum gift



This memorial to hoggees and mules is located in Syracuse, N.Y. on the Erie Canal.

Photos by Lynette Kross & Betty Haack

shops and antiquarian stores. The book is of interest to the general reader and especially historians, transportation specialists, genealogy researchers, American Indian researchers and economic development professionals.

Note: The CSI board has approved publishing this third book. All new or current CSI members renewing next year (2006) will receive a free copy at that time. If you are in a hurry to have this book or need extra copies, Delphi now offers them for sale.

### CANAL MONOLOGUE WRITTEN

Mark Smith, CSI member from Brookston, IN, has recently written a monologue that he will use for canal presentations. It is fiction that is based on fact and presented by a fictitious boy named Johnny Campbell of a not-so-fictitious family, the Campbells, who came to Carroll County in 1830. Johnny is a hoggee (mule driver) on the great Wabash and Erie Canal in and around Carroll County, Indiana.

During the canal era there was a lock at Lockport and nearby an

aqueduct (stone arch culvert) across Burnett's Creek, which had an adjacent lock. At Carrollton boats were lowered by two locks into 'Lake Wabash' slackwater created by Dam #4 across the Wabash river at Pittsburg, IN, which allowed canal boats to be poled across the river, re-enter the canal and proceed to Delphi. At one time Pittsburg was a booming canal and mill town and had a side-cut canal from "Lake Wabash." The canal was compromised when the Deer Creek slackwater dam was destroyed. These towns and their citizens' activities are related by Mark as follows:

### I AM A HOGGEE

Good (morning, afternoon), boys and girls. I am Johnny Campbell, and I am a hoggee. What is a hoggee, you may say? Well, a hoggee is a little boy such as you boys, who drove the mules that pulled the canal boats. Sorry, no girls were usually used to do this kind of work.

I usually spend all day looking at the back end of a mule—what a view! The terrible part is that the

front end doesn't look any too much better. Pa tells me that the reason that the canal uses mules is that mules will work for a full eight-hour shift, but horses won't work any more than four hours. I don't mind my work, but I do wear out shoes terribly. When Pa is in Delphi, he is going to have to stop in a John Burr's shoe store to get me some new ones.

We moved to Carroll County about the time everyone else did—about 1830, and farmed. The trouble was that everyone else was raising a good field of corn just like us and no one else wanted it—not even our next door neighbor twenty miles away.

Pa got a better job with John, Jacob and Peter Speece and their friend Daniel Neff as a helmsman standing on the back of their canal boat. He turns the rudder back and forth so that the boat wouldn't run into the bank or anyone else for that matter.

I am really glad that Mr. Reed Case saw to the building of this canal, because, without the Canal, Pa would be out of a job. Pa said that one day he actually met Mr. Case and

Mr. Case showed him a little china tea set that he bought for his little daughter Josephine when he was in New York state on Canal business. What a father—thinking of his daughter when he was so far away from home.

Ma cooks on the boat. Her mackerel and beans are the very best vittles this side of Toledo. All the passengers rave about them!

Pa works out of Carrollton, a town started by the Neffs and Speeces when they went to Noblesville and bought it up. Carrollton also has two locks, a canal warehouse, a mule barn, and an inn with cool clear water piped in from a spring run by Mr., Mentzer. Mr. Mentzer is good to be around, but sometimes he is hard to understand—kinda like the Speeces. Both came from Prussia.

My job isn't too hard, although sometimes I do need to be very very careful when I cross the bridge at Carrollton or drive the mules across the culvert at Lockport. You see—you've got the mules here, the water down there, and the towpath underneath you—I don't mean maybe—you need to watch your step sometimes or you'll end up in the water.

We actually live on the boat and go to school there. Ma usually teaches us everything she knows.

My sister Effie almost fell off the top of the boat the other day. Can you imagine that—she was acting just as stupid as I usually do and was on top of the boat walking around when we went under a bridge. She didn't hear the Captain say "Low Bridge" and almost didn't get out of the way in time and almost got knocked off. That is the last time she will do that kind of a stunt!

I like two things about this job. One is seeing plenty of new people and the other is seeing the

view along the Canal. I met Mr. Hiram Allen the other day. He had just come back from the Constitutional Convention at Indianapolis where they are writing a new Constitution. I didn't know anything was wrong with the old one. Although he owns a grist mill and store in our neck of the woods at Rattlesnake where the culvert is, he is really a lawyer with Bernard Schermerhorn in the big city of Delphi on the east side of the square. Pa told me all about Bernard's family coming all the way from New York State with a grand piano—the very first one in this part of the state. I sure am glad that didn't fall into the Canal when they unloaded it. That would have been a big mess and a strain on the mules to pull it out. It might have had fish in it when they did!

I really like going into Delphi on the Canal, except for the time when we leave the Canal at Carrollton and travel on the Lake Wabash. Talk about scary going from that little bitty Canal to the big, big River. Then in the distance I see some smoke. Pa tells me that three men by the name of McCain, Harley and Hubbard are starting up a thing to burn limestone. Sounds kinda funny to me—I thought only wood would burn. They sure do ship lots of it on our Canal. I see them come from Delphi with their very own boat for wood. What is really fun is to see the Canal back by the lime burning thing—some call it a kiln. There are little bitty rocks all along the bank with shells in them. What a sight. How did they get there? I wonder.

We went by Mr. Case's pork packing house the other day—talk about making me hungry! I had never smelled anything like that in my life—part of it made me kinda sick, and the other part made me sort of hungry. Mr. Case kills 3,000 hogs a day there sometimes, and they walk all over Delphi to get there. It reminded me of the ham Ma fixes sometimes when she can get it.

When we were down there, we saw this thing with steam and smoke coming out of the front end that was pulling big boxes with wheels on them and going really, really fast. I didn't like it. It scared me to death! I like boat travel better. That thing in the front didn't look a thing like the mule I help drive at all!!!

Across the Canal from the packing house there is a big place to put corn and wheat. I wish there had been one of those when Pa had to quit farming. They sell corn clear to Toledo, Ohio, from here now. What an improvement!

Pittsburg is really fascinating with all those mills and factories. I really like to go into the big store owned by Mr. Colton and Mr. Bolles. Pa says that Mr. Colton is kinda crooked, but Mr. Bolles is all right. Mr. Bolles owns two other stores, one on the east side of the square where Mr. Allen's office is in Delphi, and the other at some place called Burlington. I don't even know where that is. It might take a very, very long time to get there from Carrollton.

Sometimes there is so much activity at Lockport a little boy like me can almost get tromped underfoot. There are four ware-houses, two locks, one culvert, and one inn, like ours at Carrollton, but it is not so well known. There's all sorts of cargo shipped to Lockport including a bell for some kind of courthouse at Monticello. That bell was shipped clear from Meneely's Foundry at West Troy, New York. It came down the Hudson River to Albany, then to Buffalo, and by Lake Erie to Toledo, Ohio. It came here and was unloaded of the canal boat to a wagon and taken to this place called Monticello. That place is also far away—but not so far as Burlington. We also shipped enough wood for an entire house—some man by the name of Grantham wants to build a house with it.

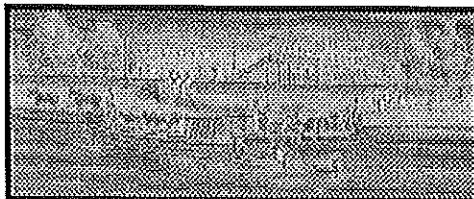
We are really busy now.

There is a kinda war going on in the United States of America and they need all the help they can get. That big thing with smoke and steam is taking some of our business away, but I hope it doesn't take it all together. I hope Pa doesn't get fired and out of a job—that would be like when he had to quit farming a while ago.

Pa says he heard that Mr. Case died the other day. What a shame. He really did bless people a lot by his bank, packing house and grain house.

Oh, we got some really, really bad news just now. The mules, just like those I drive, poked a hole in the towing bridge at Deer Creek, and the black driver fell into the Deer Creek dam. The dam broke and all the Canal water ran out. I guess there won't be any more boats going on the Canal now.

Maybe Pa can get a job on the steam and smoke thing making smoke on it. Oh—do they fix food there? Maybe Ma could get a job tool



Delphi's Dream - A Canal Boat

**"LOW BRIDGE  
EVERYBODY DUCK" --  
EXPERIENCING HISTORY**  
By Dan McCain

Good news! The Carroll County Wabash & Erie Canal Association was just awarded a grant for \$57,375 from the Indiana Rural Development Council. This state funded grant is for planning the replica canal boat and supporting facilities for Indiana's only public accessible watered section of the original Wabash & Erie Canal. Other

watered canals in Indiana are in Metamora and Indianapolis but are not sections of the nation's longest--the W & E Canal.

At one time in the mid 1800s the Wabash & Erie Canal operated along 468 miles between Toledo and Evansville. Delphi is about in the middle. For this rural community today the canal can still be operated using the dredged section of about a mile. The Canal Association has declared that one way or another there will be a replica canal boat with capabilities to haul public passengers from the Canal Park's dock sites.

This project has taken years to come back to useful form again. The Rural Development grant will fund planning and will become a much needed step in culminating this dream. First, an inventory and analysis of the meaningful history of many sites along the towpath will comprise the "Interpretive / Exhibit Plan." This phase will start in May and will set out clear objectives of what will be displayed, marked, and incorporated into the educational programs.

Next will be a Marketing / Economic Impact Plan that identifies how to provide information to the public so that people want to attend and learn about the vivid canal history in Delphi. There already is an interactive indoor museum in the park called the Canal Interpretive Center that has risen to popularity mostly by word of mouth. The marketing plan will help spread the word farther and to a broader cross-section of interests thus increasing the attendance. This phase will begin in October.

Lastly will be the actual "Architectural / Engineering Plan" that must be scrutinized by professionals to perfect the project's accuracy in the most expedient way. Drawings of the replica boat, the docks and the lifelike two story warehouse will become the working pattern of how this project can be

constructed. Many details such as the boat's handicap accessible facilities, maximum passenger loads, "horsepower" and even quiet propulsion by electric motors for the areas not accessed by towpaths will be committed. This phase will start in late fall.

The Indiana Rural Development Council is to be commended for selecting this exciting project. For Carroll County it is also an "economic development package" worthy of attracting many visitors to the community. Executive Director Don Koverman was in Delphi very recently to meet with the Canal Association's project committee. Details of the grant administration along with confirmation of the grant monetary flow were relayed to the non-profit Canal Association leaders.

At the very end of last month, the Canal Association in concert with the City of Delphi made another large grant application for the actual construction of the boat, docks and warehouse. Through a federal program administered by the Indiana Department of Transportation, an Historic Transportation Museum application was submitted by Mayor Hoard. Canal Association monetary resources and volunteer labor, not local tax money, will be used to implement this unique endeavor.

Watch for progress reports on this exciting project. Already Spring plans are being readied for launching two pontoon boats powered by electric trolling motors for use on the nearly one mile watered section in Delphi. These pontoon boats are a "temporary stopgap" promotion to get the public aware of the need to raise capital for a "grant match" to build the replica boat a couple years from now. Perhaps these INDOT funding winners will be announced in late summer 2005.

**HIP HIP HOORAY!**

**Newspaper Items Concerning The Cross Cut  
of the Wabash & Erie Canal in Greene and  
Clay Counties, Indiana: Part 2**

(first compilation appeared August 2004)

Compiled by Dixie Kline Richardson

*These excerpts from microfilmed newspapers were gathered during a research project unrelated to the canal; hence this is not a comprehensive collection. These particular items are from Worthington, Indiana newspapers. There are no complete editions of the publications, their having missing and/or illegible issues.*

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We have had no boating on the Wabash and Erie Canal from Evansville to this place for four or five weeks, in consequence of a large break in the neighborhood of Petersburg. Owing to assurances from headquarters that the Canal would be in navigable order in a few days, some of our merchants and business men bought goods up the Ohio river and at Evansville, and had them shipped for this place by Canal, but just as soon as the break was completely finished, the Superintendent at Petersburg let in the water so quick as to cause its banks to give away again, to a greater extent than before. It is said that it will now take two months to make it navigable again. There is no dependence in it, and instead of being a benefit to the country, by which our merchants, mechanics, &c., could be certain of getting their goods immediately, from some cause, it is a curse to all concerned in it. Those who could make money by boating, have to lay idle nearly two-thirds of the time, owing to breaks and mismanagement. Our merchants would do well to have but little more to do with it, as they could get their goods cheaper and safer by sending wagons even to Louisville, and have them brought here when they are needed until the season for their sale has passed by.

Can there be no remedy for this? Is the Southern portion of the Wabash and Erie Canal, running through as rich a section of the State as any other, and one more in need of a channel of transportation than any other, to remain a nullity? Does the Trustees of the Canal care whether there is any business done on it or not, so they get their salaries? These are things that ought to be seen to, for at present it is a nuisance. (May 29, 1856 -- excerpt printed earlier)

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We have reason to believe that the Canal will be in navigable order between Evansville and this place in five or six days and we hope there will be no more difficulty in getting freight this season. But we can never expect much on the Southern division of this ditch, unless the Trustees put in a Superintendent near Petersburg that has energy. (June 5, 1856)

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**Advertisement: Hotel For Sale**

The stand known as the New Hotel at Newberry, Greene County, Ind., will be sold on advantageous terms to the purchaser. It is favorably located in the flourishing town of Newberry, has all the necessary out houses, cisterns, &c., with commodious stables attached.

When it is known that Newberry is the terminus of the Southern Division of the Evansville, Indianapolis, and Cleveland Straight Line Railroad, is located immediately on the Wabash and Erie Canal at the feeder dam on White river, is a beautiful and healthy location, with as good a surrounding country as any in the state, persons desirous of investing in property of this kind will see the advantage of investing here. For particulars, apply to S. L. Stoddard, Thomas Johnson. (June 1856)

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We are sorry to be always harping on this subject. But if this great ditch, leading from Toledo, on Lake Erie, to the Ohio river, and the longest line of Canal in this world, could be kept in good boating order, we would only have to say that it was one of the greatest blessings to our country of any other, as it would always have plenty to do in carrying freight from one section of country to another--thereby bringing a market at all times for the surplus products of the country when they command the best price, and giving encouragement alike to the laborer, the mechanic, and the trader. But in what condition is it at present? From Terre Haute to Evansville, it is nearly useless. There is no dependence in it. Instead of being what it would be if it were properly managed--a great public benefit--it is a curse to the country. From Eel River to Terre Haute, we presume in places there is not water enough to more than swim a duck. In the vicinity of Maysville, in consequence of neglect, carelessness, or for the want of judgment, there have been large breaks, each of which has taken two to three weeks to repair, and as soon as the water was let in, it would break again in the same place.

The Canal from Birch Creek Reservoir to Newberry is nearly always in good condition, as Mr. Osborn takes an interest in keeping it in "tolerable" order.

Our opinion is that the Trustees of the Canal are more to blame than any one else. While this ditch was under contract, they being yet poor men, were willing to work for their salaries, and for the sake of getting the canal money into their hands to speculate on, took enough interest in it to have it completed in a very imperfect manner. They then put lock tenders along the line who could occasionally open a gate when a boat happened along. But since it was completed, the Trustees have had the use of the money, and speculated on it until some of them have become immensely rich, and they now appear to take no interest in it whatsoever, so they get to use the funds.

This is the season of the year when canaling pays the best, and when the country demands it the

most--but there is no doubt it is sadly neglected by those "upper tens" since they can afford to take no interest in it. This is a very dry season it is true, but it is said by boatmen that if the feeder dam on Eel river was repaired so that it would hold water, there would at this time be sufficient water to make it navigable to Terre Haute.

If the Trustees take any interest in the canal, they would have that dam made good--they would put in lock-tenders and pay them enough to induce them to attend to their business, and such other efficient officers that it would make it what it ought to be, a good paying canal.

In this vicinity, it is now worse than useless--full of green moss, all kinds of filth, and stagnant water; and unless the Trustees attend to their business, they ought to be turned out of office, and good and efficient men put in their places who have enough energy and honesty to attend to their duties. (editorial of June 26, 1856)

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THE CELEBRATION--We are informed that ample provisions will be made for all those who may wish to go to Newberry on the Fourth of July. The Canal boat "Lone Star" will start from this place on the evening of the 3rd of July, attended by the soul stirring notes of the Gosport Sax Horn Band. We hope our ladies will prepare such refreshments in the way of eatables as may be necessary while on the voyage, and we assure them that all arrangements will be made to render them comfortable coming or going. (June 26, 1856)

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The Canal and the Fourth of July--We regret very much to inform the public, and especially those who wish to go to Newberry on the 4th inst., that there is another break in the Canal, near Lattice (Latta's) Creek which cannot be repaired in time for boats to pass down. We advise those who intended to go by canal to make other arrangements as there is no dependence in it whatever.

Our Superintendent, Mr. Osborn, informs us that the break near Petersburg, which has been repaired the third time, has again broken worse than ever, and that the Trustees are now going to dig a new channel through the bluffs. Had they done this in the building of this ditch in the first place, it would have always been in good order--boats would be passing on this Southern Division, and it would have saved an outlay of thousands annually. (July 3, 1856)

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The Canal--The Canal is in good navigable order now, and prospects indicate that there will a large amount of business done on it this season. We hope it may be in navigable order hereafter, that our citizens may fully realize its great benefit. (March 6, 1857)

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Distinguished Arrivals. Mr. Gallagher of Washington, the new Superintendent on this Division of the W & E Canal, has been stopping at the "Franklin" for a few days. He appears to be much of a gentleman and

will no doubt make an excellent officer. (The Franklin house was a hotel.)

Capt. K. B. Osborn, of Petersburg, has also been in town during the past week. He says the Canal on his Division is in fine order. Hope it will remain so. (March 6, 1857)

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A NEW TOWN-- A late number of the Petersburg Reporter says: We understand that arrangements are being made to lay out a town and sell the lots at the point where the Ohio and Mississippi Railroad crosses the Wabash & Erie Canal in Daviess County. It will be a great convenience to residents near the line of the Canal in Pike, Daviess and Greene counties who desire to ship produce to or received goods from either Cincinnati or St. Louis. The distance per railroad being about 160 miles to either city. About 400 tons of iron from Greene county have already been transhipped at this point since the operation of the Canal this season. As a point for manufacturers, it offers many and superior inducements. It is located on the longest Canal in the world--extended from Toledo on Lake Erie to Evansville on the Ohio river, and on the Railroad connecting Cincinnati and St. Louis, with coal in abundance and of a superior quality within two miles; extensive Iron Furnaces within 25 miles, and surrounded with a rich and improving agricultural district. What more could be asked? (March 6, 1857)

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The Canal is now in good navigable order, and gives an earnest (word omitted) of being a very useful "institution." Boats are regularly passing and re-passing, bringing Dry Goods, Groceries, &c., &c., and taking Lumber, Wheat, Flour, Corn and produce of various kinds. Everything in the produce and provision line bears a good price here now, and demands the cash. (April 19, 1857)

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We call the attention of our readers to the sale of Lots in the town of ELDON, which takes place on the 6th of August. (Freight prices for shipping of wheat, and other merchandise by rail were given).

These rates will enable all the dealers along the Canal to receive their Goods via the Ohio and Mississippi Railroad and re-ship at Eldon in much time and cheaper than by any other route. The low charges and the facility possessed by the Ohio and Mississippi Railroad will necessarily make Eldon the trans-shipping point for Greene county and part of Daviess. There will no doubt be more freight forwarded from and received there than at any other point on the road. Persons looking for a location either for manufacturing or for merchandizing could not find a more promising field....

Another column advertised the sale of lots in Eldon, Daviess County "at the crossing of the Ohio and Mississippi Railroad, on the Wabash & Erie Canal...." "This location on two of the great arteries of trade and travel, make it a desirable point for MANUFACTORIES."



Inducements were offered including the deferment of two payments to anyone who'd build a steam grist mill ( steam saw mill "anywhere between the Canal and White River, within 3/4 a mile of Eldon. (July 31, 1857)

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In the same issue, J. H. Turner, S. and W. McKeen of Terre Haute advertise: receiving, forwarding and commission Merchants and Dealers in all kinds of Grain, Flour, Salt &c. Wareroom near the R. R. Depot on the Canal. Particular attention paid to receiving and forwarding, by railroad, river and canal. (July 31, 1857)

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Tolls--Wabash and Erie Canal tolls reported for the month: \$100.00 (January 22, 1858)

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Millinery and Mantua Making (ad by Mrs. Crull and Mrs. Shear.) The ladies advertise dressmaking, the making and trimming of bonnets in the latest styles and on hands a large and varied assortment of beautiful Ribbons, Artificials, &c. "They can always be found one door south of the Protestant Methodist Church, on the east side of the Canal, Worthington." (May 1858)

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SMALLPOX--We learn there are three cases of smallpox on board the Canal boat "John R. Taylor" about eight miles south of Worthington. Every precaution should be observed to prevent this dangerous disease from spreading over our county. (July 1, 1858)

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We are now enjoying beautiful moonlight nights such as lovers delight in. The midnight hour often finds

them arm in arm on the banks of the raging "Canawl" whispering their vows of never ending love into each others ears, while Cynthia seems to smile upon them as she looks down upon their upturned faces. Now, that will do. (August 29, 1858)

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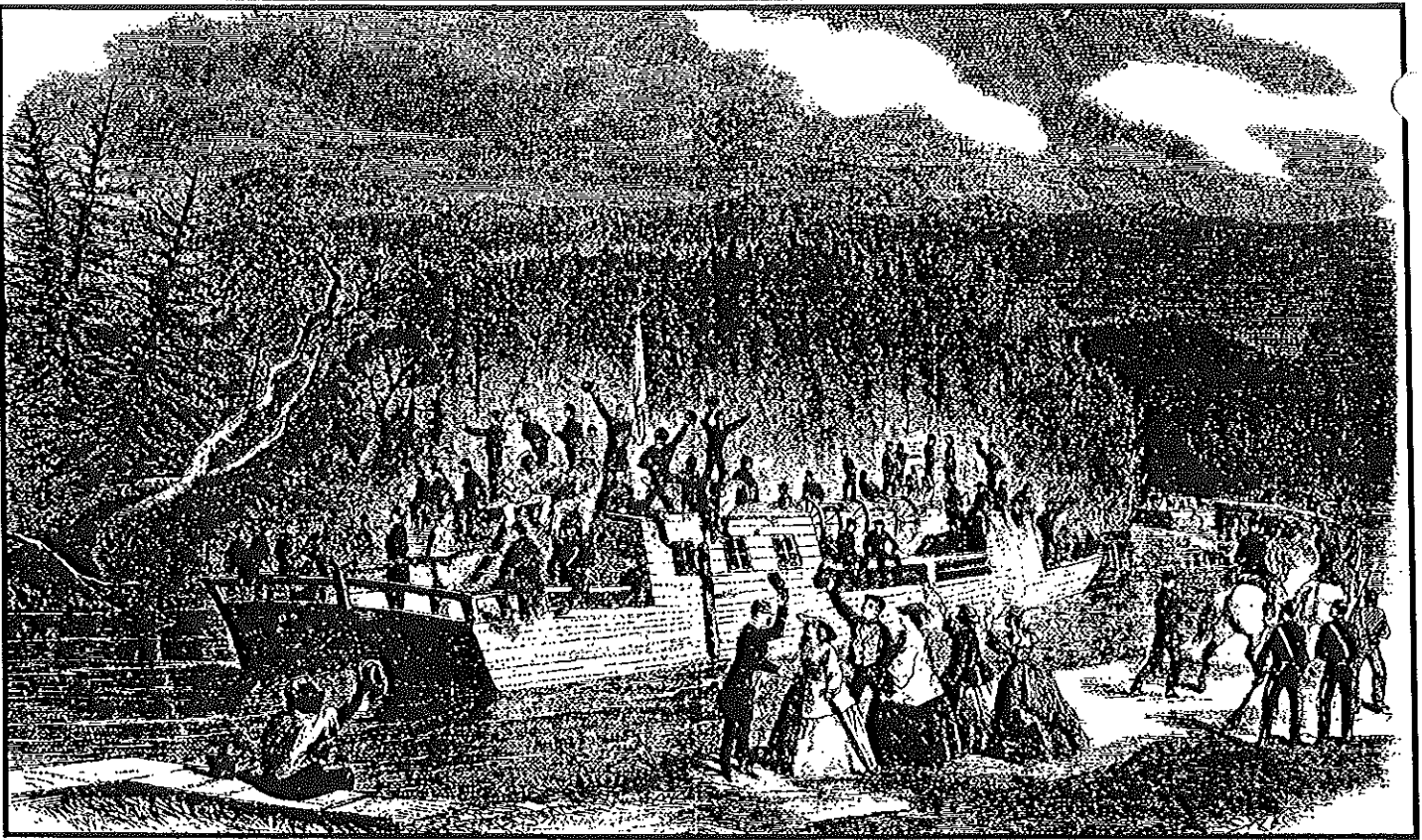
The Canal in Clay County--The citizens of Lewis township of Clay county, where there has been from the first construction of the Canal a feeling of hostility to it and where its managers have had to encounter, for years, petty annoyances and serious depredations upon the work, held a meeting last week for the purpose of putting a stop to those destructive outrages. The following resolutions were adopted:

Resolved: That we will use diligence and all honorable means within our power to ferret (out) and bring to justice any and all persons guilty of trespass against said public work.

Resolved: That we are a law abiding people and will, at all times, protect our own rights and respect the rights of others.

Resolved: That each citizen of Lewis township be appointed and constituted a committee of one to investigate and ferret out any persons guilty of trespass, and we will use our best efforts to prosecute the guilty party and bring to a just punishment all such guilty persons. (August 19, 1858).





Harper's Weekly ran this picture of a "View of the James River Canal, near Balcony Falls.—Rebel troops going from Lynchburg to Buchanan, on their way to Western Virginia." in their September 28, 1861 issue. Picture from Jim Ellis

## CANALS AND THE CIVIL WAR

Soldiers from many states were transported via canal boats to participate in the Civil War and the Mexican War. This picture shows them saying farewell to their loved ones before departing on the James River Canal, a canal that ran from Lynchburg to Richmond, Virginia. In November 2004 The Hoosier Packet carried an article entitled "The James River & Kanawha Canal." By the time of the Civil War the canal had been enlarged to 50 feet wide and 5 feet deep for the 146 miles between Lynchburg and Richmond. This canal carried heavy barge traffic during the war. It should also be noted that in 1863 this canal carried the remains of Thomas "Stonewall" Jackson to Lexington, Virginia, to be buried.

The Savannah & Ogeechee Canal was the location of a skirmish during the Civil War in the defense of Savannah, Georgia, from General

Sherman. The canal transported supplies. More about this canal and the Civil War can be found in the February 2005 issue of The Hoosier Packet.

In Indiana, soldiers were transported to the Mexican War via canal boat. In an article entitled "David Pressel Gets Joy From Memory of Companionship With His Wife; Tells of Pioneer Days" by Frank Sumner Bash that appeared in the Huntington Herald Press on September 24, 1927 it says:

'I (David Pressel born May 17, 1842 in Bedford county, Pennsylvania) was three years old when I came with my parents to Indiana. We came in a covered wagon and moved on land rented from Aumock Byrd. It was quite near the old stone lock in the canal a little ways east of Fort Wayne. I well remember that one day my mother took me over to the canal to see a boat load of soldiers going through to

enter service in the Mexican war. I can still see those soldiers walking back and forth on the deck. They were going east, perhaps to be transferred to a canal that would carry them to the Ohio river, thence down that stream to the Mississippi and on to Mexico."

Parke county, Indiana, received news of Zachary Taylor's victories at Palo Alto and Tesaca de la Palma, the first battles in the Mexican War, by canal boat. William Beadle's sketch of this event can be read in the February 2005 issue of The Hoosier Packet.

### WELCOME NEW MEMBERS

Ron Morris - Centerville, IN  
 Ted & Pat Ratcliff - Burnettsville, IN  
 Bob Shaffer - Burnettsville, IN  
 Rex Trautman - Lafayette, IN  
 John Weddel - Leo, IN  
 Bill & Deborah Wepler - Anderson, IN

IN THE NEWS



January 11 - Coshocton, OH

An article in the Coshocton Tribune entitled "Roscoe Village Buildings, Business Up For Sale" carried disappointing news regarding the historic canal town restoration near Coshocton. It said that the 19th century buildings known as Historic Roscoe Village, which are located on Whitewoman Street, are owned by the not-for-profit Roscoe Village Foundation and are the main tourist attraction in the county, have been put up for sale.

Roscoe Village was restored in the late 1960s. The Roscoe Village Foundation owned and operated all of the businesses there until two years ago. They were subsidized every year with a grant from the Montgomery Foundation of more than \$1 million.

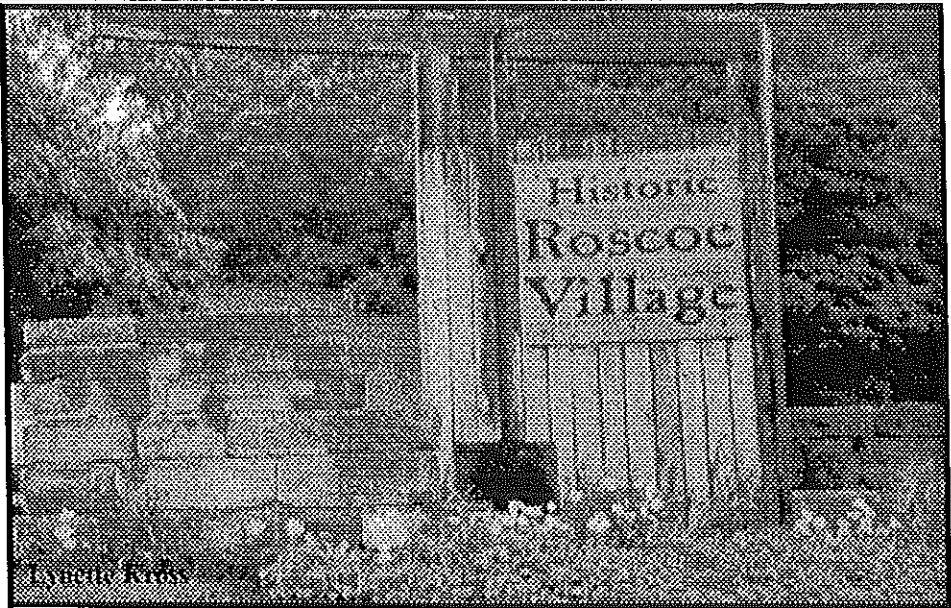
It is hoped that all of the buildings and businesses will be sold to private investors and continue operation. The Montgomery Foundation plans to gradually reduce its annual funding at Roscoe (\$1.1 million in 2004) and give more to other local economic development and education causes.

The article said that the foundation will continue to employ 80 people in the winter and 125 people in the summer this year. As the businesses are purchased this number will be reduced.

Linn Loomis, CSI mem., Newcomerstown, OH

*Along with the article Linn Loomis sent to CSI headquarters some of his own comments and a letter received by Roscoe Village Foundation Members. It said:*

Edward and Frances Montgomery initiated the restoration of Roscoe Village in the late 1960s



and for over 20 years invested their time, energy and resources in preserving and restoring the historic buildings as an educational mission. When Edward died in 1992, the bulk of his estate was left to the Montgomery Foundation to ensure the continuing support of the Village's operations and to aid the Coshocton community. However, declining economic conditions over the past years forced most of these funds to be used for the Village's operation and maintenance, leaving little for the community's other needs.

Coshocton has asked the Montgomery Foundation to reduce the subsidy to the village and the Roscoe Village Foundation to come up with a new operating strategy. The Village's new strategy is to focus on educating people about the history of the village and the canal era as it relates to Coshocton County. They hope to accomplish this by "narrowing the operational scope of the Foundation to the living history tour, the restoration and preservation of the historic buildings located in the Village, a continuation of a variety of festivals and events, a strong membership base and the maintenance and care of gardens and landscaping throughout the Village."

Several retail businesses

have purchased three of the historic buildings - Liberty Pottery, The Village Bookworm and River Ridge Leather Company. Hopefully other interested parties will buy buildings, conduct appropriate businesses and promote the overall success of the Village. Currently the Old Warehouse Restaurant is for sale.

Originally Mr. Montgomery asked the Township Trustees to restore the Jackson Township Hall, which at the time was in very poor condition with the bell tower gone and a garage door cut into the front of the building. He said that if the Montgomery Foundation and the Roscoe Village Society would raise funds and restore the hall, the Education Department could use the building for educational purposes free of charge, the Township Trustees could continue to hold their monthly meetings in the building, and it could be used for Township voting. However, all maintenance or repairs would be the responsibility of the Society.

In 1981 the Jackson Township Hall was used for the Living History Tour spinning and weaving demonstration with its lower level having a Roscoe Basin area diorama and narration of life on the basin during the canal era. In 1988 it was converted into a one-room

schoolhouse that contained over 500 donated artifacts. However, getting ready for an election required moving out the educational exhibits for the voting machines. That fact plus the difficult handicapped accessibility led to moving the voting to the Roscoe Village Inn in 1988.

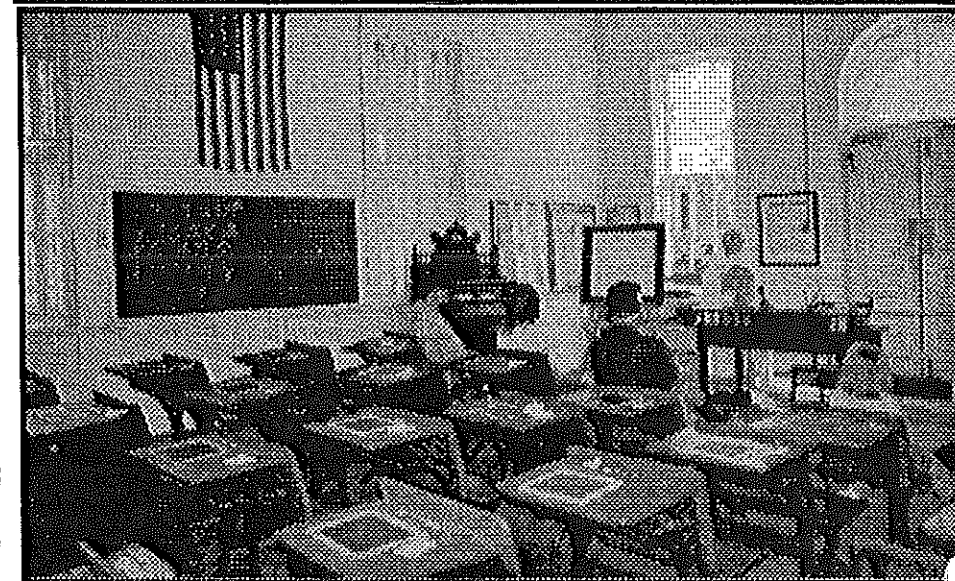
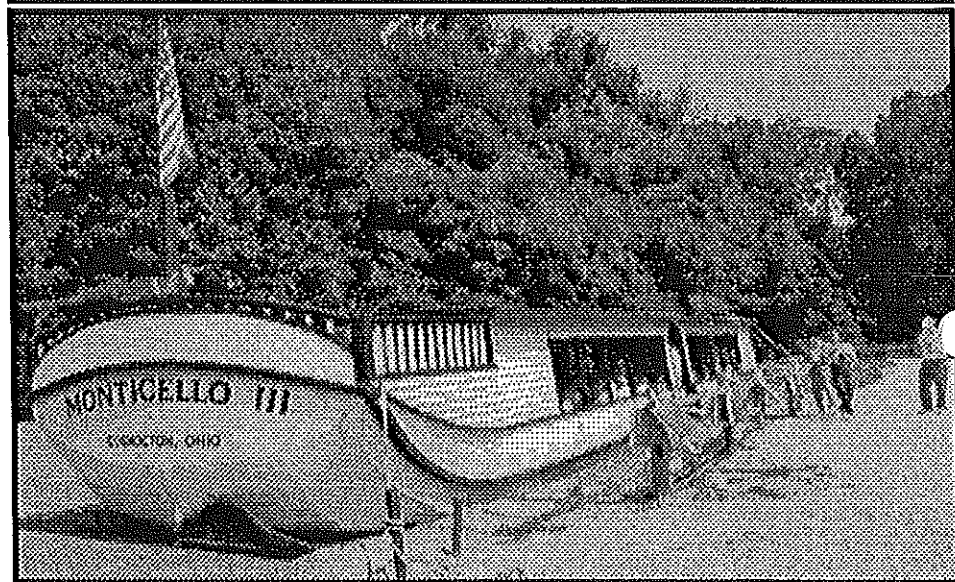
Township Trustees began assessing the Roscoe Village Foundation a monthly rent for building use in 1994 with maintenance remaining the responsibility of the Village Foundation. When notified recently that the rent was to increase, it was decided to move the schoolhouse exhibit to a building currently being used by Royce Craft Baskets, which will move to another Village location.

The new schoolhouse exhibit will open in April. They hope to convert the loft area to an exhibit of a teacher's living quarters. Also the cooper and broom-making exhibits will move to the Raymond Hay Craft and Learning Center. There is also a tentative lease agreement for a building, which has been home to Village Antiquities.

In Linn Loomis' comments he notes that the death of Edward Montgomery in 1992 was a severe blow to the Village. In March of 2002 Seward Schooler, second only to Ed as a supporter, passed away. The Village declined.

It is hoped that this new strategy will put the Village, which offers a wonderful way to learn about canal life, firmly back onto its feet. It would be a real loss if it were to fail.

If you have never been to Roscoe Village, take a trip there. The dioramas alone are worth the visit. The canal boat ride on the Ohio and Erie Canal is peaceful and enjoyable. The historical tour of the village offers well informed, period dressed docents. The support of more visitors will help keep Roscoe Village going.



These photos show one of the dioramas at Roscoe Village (digging the canal), the Monticello III on the Ohio & Erie Canal, and the schoolhouse as it appeared in the Jackson Township Hall. Photos Top - Chuck Whiting Center & Bottom - Lynette Kross